

CHILE TO ARGENTINE

Routes of Travel Between the Republics.

CROSSING THE ANDES MOUNTAINS

The Famous Uspallata Pass—Glimpses of Patagonia and Tierra del Fuego—A Grand Sight.

SANTA ROSA DE CHILE, October 1, 1891.
[Special Correspondence of THE HERALD.]
—Going from Chile to the Argentine Republic, or to any other point on the eastern side of South America, the traveler may choose between several routes. He can sail, or steam, in the wake of the ancient mariners, away around Cape Horn; or take the much newer, nearer and pleasanter sea path through Smyth's channel into the strait of Magellan, and so on into the Atlantic; or he may cross the mighty Andes by the oldest route of all, by trails that were well worn before a white man's ship had ever rounded the tip of the hemisphere.

The first named route is the least desirable, because of countless storms, excessive cold and the length of time it requires; yet the majority of globe trotters take it in their coming and going between these ports and Europe, and even between New York and the western coast of the southern continent. The passage through Smyth's channel, though one of the most picturesque in the world, is yet comparatively little known. It is so narrow and tortuous—between innumerable islands, each island a mountain—that, after many disasters, no vessel now goes that way except those built for its purpose, and not one line of steamers (German) carry passengers on regular trips. For those who enjoy mountain scenery and mule back transit, the journey over the Cordillera is a glorious one, if taken in summer-time—or rather, in the depths of winter, as you reckon the seasons on the northern side of the equator; but, unfortunately, the passes are closed during more than half the year, by trackless snows and terrific gales that neither man nor beast can withstand. From about the 15th of November to the 1st of April one may cross with comparative ease, barring the usual danger and difficulties incident to penetrating

"THE LAND OF THE SKY."
but to undertake it one week sooner or later than the dates mentioned would be extremely hazardous.
We had hoped that the passes would be available a little earlier than usual this year, that we might go that way into the Argentine country; but word comes at the eleventh hour that a recent heavy snowfall has blocked the trails worse than ever, and that for ladies to attempt it for weeks to come would be simply fool-hardiness.
Therefore, being in close contact on the other side of the continent, we must take the next southward going steamer through the channel and straits, consulting ourselves with the knowledge that the glimpses of Patagonia and Tierra del Fuego to be obtained by the latter course will more than make up for what will be lost in being compelled to give up the proposed route. Besides, mountain climbing above certain altitudes is about the same world over. During our years of zigzagging in South America, we have crossed the Andes many times, in many ways, and though we may never traverse in the flesh that famous Uspallata Pass between Santa Rosa and Mendoza, it requires no great stretch of the imagination to see it clearly in the mind's eye, having sailed several times across the little further northward in the same magnificent Cordillera. In order to tell you all I can about it, I have written a story, and have made an especial trip to Santa Rosa, the end of the government railway on the Chilean side of the Andes, where mule back transit for the upper route begins; and later we will come from Buenos Ayres to the Atlantic coast, across the boundless pampas, by the new Argentine railroad to its western terminus, the old city of Mendoza, which lies close to the foot of the mountains. The distance across country, between Santiago and Buenos Ayres—the capitals of Chile and the Argentine Republic—is about 125 miles. For many years overland communication was kept up between the two countries only by caravans, bred to the business as an exclusive occupation, who from Buenos Ayres to the journey in eleven days, carrying the mails, traveling upon an average of 114 miles a day. Of course, this could not be accomplished on mule back, and the route post houses were established where horses were

kept in constant readiness, the supplies being maintained from countless wild droves that roam the Argentine and Patagonian pampas. For the ordinary traveler to make such a journey, week after week, and as before mentioned, it could not be made at all except at certain times of the year. In these days of progress all things are changed. Now, one may come at ease from either direction in a parlor car to the base of the Andes, and even some distance up their sides, and "change cars" for the Atlantic or Pacific by a trip in the saddle from three to six days duration, according to one's power of endurance and the state of the weather. On the Argentine side, the distance between Mendoza and Buenos Ayres is about the same as between New York and St. Louis. It takes a little less than four days to traverse it by rail, and being in a familiar Pullman, one might easily imagine oneself in the United States were it not for glimpses of long-legged ostriches scudding across the plains, droves of wild horses, and strange villages en route. The railway is a magnificent affair, completed twelve years ago, and was christened by a grand celebration in which Chile participated. The Chilean government line is being extended to the Argentine coast, and by and by, if revolutions permit, the two roads will meet somewhere in the heart of the Andes and furnish an uninterrupted passage from the Atlantic to the Pacific. It has been proposed to run the line through the Uspallata Pass, between Santa Rosa and Mendoza—a concession has been granted with this end in view, surveys have been made and work actually begun. The estimated cost is \$10,000,000, and when completed, the road will bring Buenos Ayres within twenty hours of the Pacific coast. The engineering work, though very great, will not be nearly so difficult as that upon either the Oroya or Arequipa roads, for Peru, for the highest point of it, that most of the 10,500 feet above sea level, crossing the summit of the Cordillera through a tunnel about two miles long. The deepest incline will be only one per cent, and

will have a radius of 350 feet. By this route the total distance between Valparaiso and Buenos Ayres is reduced to 370 miles, and a telegraph line already connects the two cities. It is an iron-rod line, in connection with forty miles of cable laid under the perpetual snows of the Andes, and which ensures communication between Buenos Ayres and London, via Valparaiso, in little more than an hour. Perhaps you noticed and wondered at it, that most of the late Chilean war news came "from Buenos Ayres, via Valparaiso." Though these grim and terrible Andes are more than half the time totally impassable to ordinary mortals, the native couriers cross them on snow shoes every month in the year. Besides the heaviest winter clothing, they wear trousers of goat and vicuña skin, the hair side turned inward, and each takes along a brace of dogs as sleeping partners to keep himself from freezing on cold nights. The dogs are also provided with kind of snow shoes, to prevent them from sinking out of sight in the drifts, and they help to drag burdens, as well as to relieve the loneliness of the solitary heights where no living thing exists except the great Andean condor. Those ugly birds seem to know the most dangerous places and hover about the precipices, as if to warn the traveler of some untimely animal or insect who may go tumbling over the cliffs. During

the terrible wind storms of June, July and August, it is not uncommon for mules and horses, to be swept from their narrow trails into fathomless chasms; and hardly has the carcass time to strike the bottom before

ITS BONES ARE PICKED CLEAN

by these huge birds of prey, or carried limb by limb to their hungry broods in distant valleys. There are "cachapas" or mud huts where the couriers spend the nights, and there are many carefully marked hollows in the rocks where they find refuge when overtaken by a storm between stations. Not infrequently they are thus imprisoned for days together, and many perish of exposure or starvation, or are buried under avalanches. Along the Uspallata Pass there are excellent post houses, as post houses go, and to some of them shops of general merchandise are attached, in which may be found all the necessities for the journey. The "cachapas" are also freely distributed at all dangerous points, as snow sheds are placed in certain exposed localities along the line of the Union Pacific railway in the United States. The houses of refuge for storm-bound travelers were built by the government, and have saved a great many lives. They are of uniform structure, of logs and adobe, each but about fifteen feet square and the same in height, with no windows and the lowest and narrowest aperture that can possibly serve for a door. There is no chimney for smoke to sift through, and shrieking winds to use as a trumpet, but the fire for cooking and heating purposes must be built on the ground in the middle of the room. Many a poor traveler, with eyes weakened and painful from the glare of the sun upon the snow, has been rendered sightless by the smoke of his torment, ascending in blinding clouds from the indispensable fire in his unventilated shack, where he is liable to be confined for several days. The post houses and government shacks, as a rule, furnish nothing but the bare necessities of food and shelter, and the traveler must bring along his own food and bedding; but that is not so difficult a matter as the uninitiated may suppose, for one mule, or even one guide, will carry a great deal of the way of mattresses, blankets and lined supplies. The readers who have been so kind as to follow our wanderings, may remember that when our little party made a mule-back expedition of 350 miles from Peru across the several successive ranges of the Bolivian Andes to the headwaters of the Amazon, we carried all our food and bedding.

PHOTOGRAPHIC OUTFIT

and other paraphernalia on pack mules, without extraordinary expense or inconvenience. Ladies often venture the Uspallata passage during December, January and February; and it is said, that they generally endure the fatigue and discomfort better than men—until the dangers are past and the excitement over, when a total collapse is liable to ensue, necessitating a day or two for recuperation at the post houses. Not long ago a party of thirteen Yankee schoolmasters, who are employed under contract with the Argentine government to teach the young ladies of that country, improved their vacation by crossing the Andes into Chile. No accidents occurred, and the plucky girls are yet eager to repeat the feat. On the other hand, Russian military expeditions are represented to be making aggressions on territory which might be claimed by the Amero or the Emperor of China, and there is danger in the situation, claimants on both sides representing themselves to be wronged. The

THE WAR CLOUD.

Abdurrahman Khan, Ameer of Cabul—The Real Cause of the Friction.

[From THE SUNDAY HERALD.—Copyrighted.]

The Ameer of Cabul reigns over the country between British India and Russian territory, with undefined boundaries through a large extent of land in the direction of the Caspian. Russian military expeditions are represented to be making aggressions on territory which might be claimed by the Amero or the Emperor of China, and there is danger in the situation, claimants on both sides representing themselves to be wronged. The

DON'T FEEL WELL

And yet you are not sick enough to consult a doctor, so you refrain from so doing for fear you will alarm yourself and friends. We will tell you just what you need. It is Hoope's Sarsaparilla which will lift you out of that uncertain, uncomfortable, dangerous condition, into a state of good health, confidence and cheerfulness. You've no idea how potent the peculiar medicine is in cases like yours.

SILVER BROS' IRON WORKS.

No. 149 West North Temple.

DYSPEPSIA.

That nightmare of man's existence which makes food a mockery and banishes sleep from weary eyes, readily yields to the potent influence of the celebrated English Sarsaparilla. It tones up the digestive organs, restores the appetite, makes assimilation of food possible and invigorates the whole system. All druggists sell at 50¢ per bottle.

LOMBARD Investment Co.

CAPITAL, FULLY PAID, \$4,000,000
SURPLUS, 100,000

OFFICE—For Utah and Southern Idaho, corner First South and Main Sts., SALT LAKE CITY, UTAH.

W. H. DALE, Manager.

Makes Loans on Improved Farm and City Property.

ESTABLISHED 1873.

MCCORMICK & CO., BANKERS.

SALT LAKE CITY, UTAH.

A General Banking Business Transacted.

Collections Promptly made on All Points in the West and Northwest. Careful attention given to Consignments of Cattle and Hauling, Exchange and Telegraphic Transfers on the Principal Cities of the United States and Europe.

THE MIGHTY MONARCH

that lifts his snowy head to a height of 24,415 feet, may be plainly seen on clear days from both Valparaiso and Santiago, though it stands a long way north of both cities. Let us quote Curtius in his "Diary": "For a long time Chimborazo was supposed to be the king of the Andes, and in the geographical published twenty years ago it is described as the highest of the world. No one has ever reached the peak of either Chimborazo or Aconcagua, owing to the depths of snow and impassable gorges; but recent measurements, taken by means of triangulation, give the latter an excess of 2,000 feet over old 'Chimbo.' Humboldt, made Chimborazo famous, and few travelers have gone beyond the point he reached. But no serious attempt has ever been made to explore the summit of

Aconcagua, for Chilians seldom go where their horses cannot carry them. In gloom and glory Chimborazo is said to surpass all rivals, standing, as it does, within sight of the sea, and surrounded by a cluster of twenty peaks like a king among his counselors. But Aconcagua is grand enough, and has nothing near to dwarf its size. The altitude in which it stands brings the snow line much lower than upon Chimborazo and the other peaks of Ecuador, and the purity of the atmosphere gives spectators an opportunity to view its picturesque features from a very long distance.

There is nothing remarkable about the village of Santa Rosa, except the mountain views that may be had from its balconies. Mendoza, on the other side of the mighty walls that separate Chile from the Argentine, is one of the oldest cities in the latter country, having been founded in the year 1550 by Garcia de Mendoza. In 1776 it was the only town of consequence in the extensive province of Mendoza, and was formerly built with considerable elegance; but in the year 1861 was almost entirely destroyed by an earthquake, in which more than 10,000 people perished. The terrified population sought safety in the churches, and were buried amid their fallen walls. Among the victims was Mons. Bravard, a French geologist, who had often predicted that just such a catastrophe was bound to occur. Extensive ruins mark the site of the old town, and the new one has been built at a little distance.

FANNIE B. WARD.

THE WAR CLOUD.

Abdurrahman Khan, Ameer of Cabul—The Real Cause of the Friction.

[From THE SUNDAY HERALD.—Copyrighted.]

The Ameer of Cabul reigns over the country between British India and Russian territory, with undefined boundaries through a large extent of land in the direction of the Caspian. Russian military expeditions are represented to be making aggressions on territory which might be claimed by the Amero or the Emperor of China, and there is danger in the situation, claimants on both sides representing themselves to be wronged. The

PHOTOGRAPHIC OUTFIT

and other paraphernalia on pack mules, without extraordinary expense or inconvenience. Ladies often venture the Uspallata passage during December, January and February; and it is said, that they generally endure the fatigue and discomfort better than men—until the dangers are past and the excitement over, when a total collapse is liable to ensue, necessitating a day or two for recuperation at the post houses. Not long ago a party of thirteen Yankee schoolmasters, who are employed under contract with the Argentine government to teach the young ladies of that country, improved their vacation by crossing the Andes into Chile. No accidents occurred, and the plucky girls are yet eager to repeat the feat. On the other hand, Russian military expeditions are represented to be making aggressions on territory which might be claimed by the Amero or the Emperor of China, and there is danger in the situation, claimants on both sides representing themselves to be wronged. The

DON'T FEEL WELL

And yet you are not sick enough to consult a doctor, so you refrain from so doing for fear you will alarm yourself and friends. We will tell you just what you need. It is Hoope's Sarsaparilla which will lift you out of that uncertain, uncomfortable, dangerous condition, into a state of good health, confidence and cheerfulness. You've no idea how potent the peculiar medicine is in cases like yours.

SILVER BROS' IRON WORKS.

No. 149 West North Temple.

DYSPEPSIA.

That nightmare of man's existence which makes food a mockery and banishes sleep from weary eyes, readily yields to the potent influence of the celebrated English Sarsaparilla. It tones up the digestive organs, restores the appetite, makes assimilation of food possible and invigorates the whole system. All druggists sell at 50¢ per bottle.

LOMBARD Investment Co.

CAPITAL, FULLY PAID, \$4,000,000
SURPLUS, 100,000

OFFICE—For Utah and Southern Idaho, corner First South and Main Sts., SALT LAKE CITY, UTAH.

W. H. DALE, Manager.

Makes Loans on Improved Farm and City Property.

ESTABLISHED 1873.

MCCORMICK & CO., BANKERS.

SALT LAKE CITY, UTAH.

A General Banking Business Transacted.

Collections Promptly made on All Points in the West and Northwest. Careful attention given to Consignments of Cattle and Hauling, Exchange and Telegraphic Transfers on the Principal Cities of the United States and Europe.

THE MIGHTY MONARCH

that lifts his snowy head to a height of 24,415 feet, may be plainly seen on clear days from both Valparaiso and Santiago, though it stands a long way north of both cities. Let us quote Curtius in his "Diary": "For a long time Chimborazo was supposed to be the king of the Andes, and in the geographical published twenty years ago it is described as the highest of the world. No one has ever reached the peak of either Chimborazo or Aconcagua, owing to the depths of snow and impassable gorges; but recent measurements, taken by means of triangulation, give the latter an excess of 2,000 feet over old 'Chimbo.' Humboldt, made Chimborazo famous, and few travelers have gone beyond the point he reached. But no serious attempt has ever been made to explore the summit of

DESERET NATIONAL BANK.

SALT LAKE CITY, UTAH.

Paid in Capital, - - - \$500,000

Surplus, - - - \$500,000

JOHN SHARP, President. MOSES THATCHER, Vice-President.

L. S. HILLS, Cashier. H. S. YOUNG, Assistant Cashier.

DIRECTORS:

John Sharp, Moses Thatcher, W. W. Ritter,
John R. Barnes, J. T. Little, J. C. Cutler,
James Sharp, Henry Dinwoodey, F. W. Jennings,
D. H. Peery, L. S. Hills, George Remney,
John R. Winder.

Receives Deposits Payable on Demand.

Safe Deposit Vaults, Absolutely Burglar and Fireproof, Rents \$3 to \$35 per Year

Boys and Sells Exchange on New York, San Francisco, Chicago, St. Louis, Omaha, and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

and all the Principal Continental

ZION'S SAVINGS BANK

AND TRUST COMPANY.,

Nos. 1, 3 and 5 S. East Temple, cor. South Temple, Salt Lake City, Utah.

Commercial Savings Business

ATTENDED TO WITH CARE AND DISPATCH.

5 Per Cent. Interest Allowed.

SAFETY DEPOSIT BOXES FOR RENT.